

FIRE INSURANCE - LOANS  
TOWN LOTS - HOUSES TO LET

T. S. O. LEE,  
Alexander Block, Stephen Ave.

Vol. XIV, No. 35

### IS THIS TRUE?

#### SAD STATE OF AFFAIRS ON A BRITISH WARSHIP

The crew of the *Porpoise* Seagoing  
Almost in a State of Mutiny—  
Friction Between Officers and  
Crew—Fifty Men Have Deserted.

PORTSMOUTH, England, August 18.—There is great excitement here over the most extraordinary state of affairs on board the British battleship *Porpoise*, which is said to be in the Mediterranean. The ship has been in the Mediterranean for some time, and the friction between the officers and the crew is said to be so bad that the latter are actually deserting. It is reported that fifty men have already deserted, and that the remainder are in a state of mutiny. The officers are said to be in a state of great alarm, and are doing everything in their power to prevent further desertions.

### FROM FISH CREEK

#### A BUDGET OF CHAFF MIXED UP WITH WHEAT

Down With Statute Labour—A Roaming  
Wild Cat—Going to London—  
Sunday School—Fishing—  
Openings—Persons—Weeds—Etc.

AROUND FISH CREEK.—(Special.)—August 18.—The Indians are at it again, settling down on the prairie. Some of the Indians are said to be in a state of mutiny, and are deserting. It is reported that some of the Indians are in a state of great alarm, and are doing everything in their power to prevent further desertions.

Another meeting was held at the residence of John McCreary, last Monday night to protest against the proposed amendment to the road tax ordinance. The majority of the farmers are "against the government" on the amendment, and the only ones who have to pay the tax are those who have no other place, while the patriotic corporations who hold lands for speculation go free. This is an injustice.

The Indians, for their part, they are made to keep the roads in good repair to the value of \$2000 a year, and they are also made to keep the roads in good repair to the value of \$2000 a year, and they are also made to keep the roads in good repair to the value of \$2000 a year.

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and expects to clear about \$500 for his trouble. George's many friends think it is a good idea for him to leave before he leaves for his may never return. It is said that the Indians are in a state of great alarm, and are doing everything in their power to prevent further desertions.

It was thought that Chavon's brother had been killed, but it was found that he was still alive. He is said to be in a state of great alarm, and are doing everything in their power to prevent further desertions.

For I'm fond and tough, you bet, I've near the Bow river, I'll job you work, drink your blood, then chew up your head.

Red Deer Lake once loquacious a week, it is said that the Indians are in a state of great alarm, and are doing everything in their power to prevent further desertions.

Mrs. B. Boulet, of Calgary, is sending a carload of fish to the city. The fish are said to be in a state of great alarm, and are doing everything in their power to prevent further desertions.

The gold fever has turned the heads of a number of residents of the city. The gold fever has turned the heads of a number of residents of the city.

The grave in the southeast corner of the cemetery, that is said to be the grave of a man who was killed in the war. The grave is said to be in a state of great alarm, and are doing everything in their power to prevent further desertions.

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The hail, wind and rain last, Thursday and Friday did considerable damage to the crops. The hail, wind and rain last, Thursday and Friday did considerable damage to the crops.

Archie Brenner and family left last week for the city. The family is said to be in a state of great alarm, and are doing everything in their power to prevent further desertions.

The present there are about 250 ducks on the prairie. The ducks are said to be in a state of great alarm, and are doing everything in their power to prevent further desertions.

This is needed a good amount of grain. The grain is said to be in a state of great alarm, and are doing everything in their power to prevent further desertions.

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The owners or agents of some of the boats on the river are said to be in a state of great alarm, and are doing everything in their power to prevent further desertions.

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CALGARY, ALBERTA, THURSDAY, AUG. 19, 1897.

### CRAZY CLONKERS

#### DYEA AND SAGAWAY TR L S JOTH BLOCKED

People Throwing Away Packs and Provisions in Their Mad Haste—Deaths and Death Will Be the Inevitable Result.

WASHINGTON, August 17, W. J. Jones, United States commissioner in Alaska, has sent a report dated August 15, in which he says 1,500 people are on the Dyea and Sagaway routes and both trails are blocked. People are throwing away their packs and provisions and rushing headlong to the coast, suffering and death are bound to follow in the winter.

### THE YACHT RACE

#### THE CANADIAN BOAT WINS THE CUP

The Canadian Maben Her Third Win—Takes Three Out of Four of the Races—Canada Gets the Cup and Wins the International Championship.

YACHTING, Quebec, August 18.—The Canadian Maben Her Third Win—Takes Three Out of Four of the Races—Canada Gets the Cup and Wins the International Championship.

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### A HUNT FOR A WIFE

#### CAN MORE MAN LOOKING-FOR HIS ERRANT SPOUSE

Men's Inhumanity to Man and Woman's Weakness—The Runaway Went South on Monday—The Husband Wants His Child.

LAST WEEK W. H. Brown, who has been looking for his wife's whereabouts, arrived in the city. He had no news of her, and was disappointed. He had no news of her, and was disappointed.

On Sunday his faithful watch was rewarded by the arrival of a lady, a little girl, who preceded to the Union hotel, and the pair registered as "W. H. Brown and wife." The three went on Monday evening.

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### ATLANTIC PREMIERS

#### INTERVIEWED IN VANCOUVER BEFORE SAILING

Talk on Colonial Matters—The Delay in Pacific Cable Was Cited by Canada. The Australian Federation Matters—Canada Must Hasten.

VANCOUVER, August 18.—Right Hon. Geo. H. Reid, premier of New South Wales, and Hon. C. G. King, premier of South Australia, arrived here last Thursday from England and left for home on the *Manila*. The two premiers were interviewed by the press on their way to the Pacific coast.

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### WEEK'S NEWS AT INNISSFAIR

#### Crops in This Section to Be a Record Breaker—Vintners Are Contented For the Crown's Nest

From Our Own Correspondent  
INNISSFAIR, August 17.—Harvesting of the grain is well advanced. The crops are said to be in a state of great alarm, and are doing everything in their power to prevent further desertions.

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### NEW MAPS

New Map of Yukon Gold Fields 25c  
New 1897 Edition of B. C. Mining Laws 25c  
New Map of B.C. and Kootenay 25c

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# The Herald

The DAILY HERALD is the only daily paper published between Winnipeg and Vancouver. Its circulation in the city and district of Calgary is equalled by no other paper. Subscription rate \$7.50 a year, 25 cents a week.

The WEEKLY HERALD published every Thursday morning in time for all outgoing mail. It is guaranteed to be larger than that of any other paper in the city and district. It is a home printed and contains domestic news and other papers in the Territories. As an advertising medium it is unequalled. Subscription rates: For one year, when not paid in advance \$15.00. Transient advertising charges: For a line first insertion and 5c a line for each additional insertion in Weekly and 6c a line for each additional insertion in the Daily Herald. Ad will be charged at 10c a line.

THE CALGARY HERALD CO., (LTD.), Publishers.

THURSDAY, AUG. 13, 1896.

## THE SMELTER QUESTION

The action of the Le Roi Mining Company in finally deciding to establish their smelter at Northport, a point on the Columbia river some distance south of the international boundary, has caused a considerable amount of decidedly adverse comment in the British Columbia press. Northport is on the line of the Red Mountain railway, of which D. C. Corbin is president, as is likewise of the Spokane & Northern and Nelson and Fort Sheppard railways. Mr. Corbin is president of the Rosland Minor, which paper consequently favours the establishment of smelters in the United States, as the ore from the Trail Creek mines and contiguous country would have to be hauled over the Red Mountain railway, and thus to the material advantage of Mr. Corbin. With the significant exception of the Rosland Minor, the entire press is denouncing the action, and is urging that the Kootenay ores should be smelted in Canadian territory. The cry "Canadian ore for Canadian smelters" is one that should appeal to all patriots; the benefits that would accrue are so obvious that strong measures should be taken to guard the opportunities which nature has placed ready for us to seize. If the Kootenay ores are taken to the States for smelting the capitalists who control the smelting industry there will gather in the profits and pay instead of assisting Canadian workmen and Canadian stores, which will go into alien pockets and be spent in alien countries. A titimite field for employment of Canadian citizens will be lost; and a great injustice allowed to be perpetrated.

The decision of the Le Roi Company was not arrived at hastily. There can be no doubt that it was dictated by a spirit of hostility to Canada. A site and waterpower on the Columbia river in British Columbia was offered to them—a site which, authorities agree, was equally advantageous in every respect with that of Northport. Mr. Helme, who offered the site, also promised favourable transportation rates, and the Herald understands that the Canadian railway companies were prepared to quote rates on fuel and fluxes that would enable the Le Roi Company to compete with any smelter south of the boundary line. The Le Roi Company has made all its money out of Canada and its smelters had sufficient gratitude to help the country that is helping it, but the company's managers refused Helme's offer. Apparently the Northport smelter, a contemporary with a love of metaphor has remained.

"The Le Roi mine management has of late taken the classical attitude of Aesop, and its supposed smelter in hand, is defying the Dominion of Canada generally and the province of British Columbia in the last session of the Dominion parliament power was given to the Government to place an export duty on ores. If this step were at once taken it would have a great influence on the construction of smelting plants, and induce those parties who are on the look out for suitable investments to confine their efforts to the northern side of the line. Colonel Peyton, on behalf of the Le Roi company, has stated that the Crow's Nest Pass railway is completed into Rosland the Le Roi company will be able to run in Canada and run the Northport

smelters as a custom smelter. He has further stated that if there had been the slightest chance of getting the railroad connection at an early date the smelter would never have been built at Northport at all. To this the Radio Kootenian replies:

"Gad, you ought to be ashamed of yourself when you know all the time that the contracts for building the Le Roi smelter at Northport were made six months ago, and that the project was then merely a little contrived to bluff the public. You are either a fool, a liar, a coward, or a sad old wag. Possibly both."

Whatever the outcome may be as far as the Le Roi mine is concerned there is no manner of doubt but that the crying necessity of the Kootenay at the present moment is for smelters in Canadian territory. A smelting industry ought to be established in Canada without delay. If the Dominion government could grasp the situation and act, as it has power to do, it would be to the great benefit of the Kootenay ores which should be smelted and refined on this side of the boundary, and in Canada, with its excellent coal so near and the establishment of coke ovens in the vicinity a thing of the immediate future would be able to put the industry with confidence her claim to consideration in this respect. Considering her advantages in the way of fuel and transportation, Calgary offers the most eligible site—either in or outside of the Kootenay territory. The Dominion smeltering works on a large scale, and it is well that this fact should be known far and wide.

## ALASKA VERSUS CANADA

It has been very interesting to watch the rivalry in development between the far-off dependency of the United States and the adjoining portion of Canada. It is stated recently as a semi-official opinion, promulgated at Washington, that the United States is constantly threatening to "take away" from Canada, are not the "bonding privileges" by which American railways are enabled to carry goods destined for Canada, from the American territory, through Canadian territory, to this country. The Executive of the United States is constantly threatening to "take away" from Canada, are not the "bonding privileges" by which American railways are enabled to carry goods destined for Canada, from the American territory, through Canadian territory, to this country.

Indirectly it may be decided that so efficient has it been to find a market for the immense fish products of the Pacific coast that a regular trade has been established of shipping to Australia and thence to London, a distance of some 15,000 miles. Of course this can only be done if the fish are in good condition, and of course the goods, or under a system of cold storage. Halibut taken from the neighbourhood of Queen Charlotte Island is now shipped through to Boston by rail, coming in active competition with the catch of the fleets on the Atlantic coast, which and is the greatest abundance of fish of that class along the far-away shores of Alaska.

The contemporaneous development of gold mining in the valley of the Yukon, which first took place in Alaska, now crossed into Canadian territory, and it is now generally believed that the latter section will turn out the greatest production of gold, which already has in each case reached a value represented by seven figures. Now Alaska has taken a new turn, which is the announcement that vast deposits of petroleum have been discovered there within the last six months, and that coal is also to be had in large quantities. That Canada can offset this in her domain does not admit of a moment's doubt. There are indications of petroleum for hundreds of miles along the Slave river, between Great Slave Lake and Lake Athabasca, also on the Mackenzie river as far north as the Arctic circle. Explorers have indicated that rich fields are to be found in the great oil-producing districts of the world, but its remoteness and want of transit facilities have hitherto thwarted its development. If Alaska starts in on that line of industrial progress, Canada should, according to precedent, not be far behind in similar results.

The contemplated Portage Railway from the western end of Great Slave Lake to the western terminus of Chesterfield Inlet will do more to bring about industrial development of that region than any other means possible. The proposal to have this accomplished has been made, and it is in respect to coal, a well known

fact, that Macdonald, who resides in the North Saskatchewan valley, says he has a fine view of five hundred miles along the eastern shore of the Rocky Mountains in Alberta and Athabasca and fine the best of anthracite coal cropping out in intervals for the entire distance, and that from there a large quantity of coal of excellent quality. He says the coal fields of Pennsylvania are not to be compared with the enormous supply which Canada has stored up in that portion of Canada. It is a significant fact that nature has provided a water way from these coal mines, which can be readily navigated with two or three small interruptions, for a distance of 1,000 miles, and that only 200 miles of railway would be required to bring the products coming from the same into navigable waterways connected with Ontario. These facts are most suggestive and it cannot be reasonably supposed that the intelligent people of the Dominion and Eastern Canada will not inaugurate such methods of transportation as will make them available for consumption in this part of the Dominion. Other sources of wealth might be referred to, but certainly the foregoing will seem to be a sufficient reason that the water supply which is raised from the river means of a winnail, from the hall proceeding up the stairs up to the bedrooms. A large collection of books on various topics, mostly of a historical and theoretical nature. The Dominion is the only one of its kind and complete.

## THOSE BONDING PRIVILEGES

The Buffalo Express explains that the "bonding privileges" which the American railways are enabled to carry goods destined for Canada, from the American territory, through Canadian territory, to this country. The Executive of the United States is constantly threatening to "take away" from Canada, are not the "bonding privileges" by which American railways are enabled to carry goods destined for Canada, from the American territory, through Canadian territory, to this country.

"We hardly think the Spectator will have a very long record of its defiance from Canadian railroad officials. They know, if the Spectator is right, that the bonding privilege is the privilege by which Canadian railroads are enabled to transport goods from one part of the United States to another without paying duty at our customs houses. In other words, it is the privilege which enables Canadian railroads to compete with American roads in the carrying trade of the continent. They would need considerably larger subsidies than they now enjoy if they had to depend on the freight furnished by Canadian railroads, which would cost them \$5,000,000 per year for the privilege.

We suppose that the proposition to deprive the Michigan Central railway, which is an American institution, of the privilege of carrying through freight through Canada on the Canada Southern, which road is owned by Americans, and run entirely in their interest. That would be bad for the Americans.

We suppose that the proposition to deprive the Grand Trunk of the privilege of using the American harbor of Portland as a terminus, and the privilege of carrying goods through the United States to and from that port. That would be bad for the Americans and good for Halifax and St. John.

We suppose that it is proposed to deprive the Canadian Pacific of the privilege of carrying goods from the States to the Pacific states, and vice versa. The quantity of goods carried from the States to five per cent of the total freight carried by the Canadian Pacific, and its loss would affect the road very seriously.

But why are Canadian roads able to compete with American roads in the carrying trade of the continent? And why do the railroads carry transport goods from one part of the United States to another without paying duty? It is not because the markets and people generally of the United States find it more convenient, or cheaper, or both, to use the Canadian road? And won't the Americans suffer when the "privilege" is removed?

And then, if the "privilege" is removed, it will be the same as if the Canadian Pacific were to be deprived of the right to carry goods from the States to the Pacific states, and vice versa. The quantity of goods carried from the States to five per cent of the total freight carried by the Canadian Pacific, and its loss would affect the road very seriously.

railways the privilege they now enjoy of carrying goods from one country to another and vice versa? Even the grain trade of Buffalo might be somewhat lessened by the withdrawal of certain "privileges."

On the whole we don't think that the Canada would suffer much if Yankees' oft-repeated and tremendous claims were really put into operation.—Spectator.

## AT THE MISSION

Father Lacombe's New Residence—A New Chapel for the Sisters—The New Cemetery Site—Fine Gardens

This morning a HERALD representative accepted an invitation from Rev. Father Lacombe to visit the Mission and inspect his new residence which is a two-story building connected by a staircase to the west side of the church and a two-story building connected by a staircase to the east side of the church. On entering the house the visitor was welcomed by Rev. Father Lacombe, who with Father Lacombe, conducted him over the grounds and carefully explained the details of the arrangements.

On entering the vestibule one notices a well chosen library of several hundred volumes which form the Mission library. From the vestibule one enters a large hall which is divided into two parts, one for the study and the other for the kitchen which is large, well arranged and well equipped with a water supply which is raised from the river means of a winnail, from the hall proceeding up the stairs up to the bedrooms. A large collection of books on various topics, mostly of a historical and theoretical nature. The Dominion is the only one of its kind and complete.

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